



## 2026 LIMITED LATE MODEL RULES

All rules and regulations state herein are subject to the interpretation of the Newport Speedway officials. Newport Speedway reserves the right to add, delete, or modify any rule(s) at any time.

Newport Speedway officials shall be empowered to permit minor deviations from any of the specifications or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

### 2026 Limited Late Model Car Technical Data

#### COMPETING MODELS

1. 2004-2026 car models with wheelbase of 105-112 inches
2. Tube chassis - Tread width of 64 1/2 inches +/- 1/2 inch at 4" frame height
3. Tube chassis - Tread width of 64 1/2 inches +/- 1/2 inch at 4" frame height

#### CAR BODIES

1. Only stock/stock appearing aftermarket bodies allowed.
2. All cars must meet template specifications per LMSC rules.
3. Hood must fit to the windshield or cowl at all times and have sufficient bracing.
4. Rocker panels may be fabricated, but may not be below frame rail.
5. No panning underside of the car. This will be at the discretion of the Competition Director as to how panning as defined by NASCAR rulebook.
6. A-post deflector may be 8" long from corner of A-post to trailing edge. No bubble deflectors. The rear edge must be vertical and square
7. All hoses must be directed to the driver ONLY. No holes or hoses may be used to remove air from inside the car.
8. Window net must be installed on the driver's side.
9. Roof height will be 48" measured 10" from the windshield while sitting on 4" blocks.
10. Rear spoiler height will be 39" to ground while sitting on 4" blocks.
11. Spoiler may be 54" in width and 5" tall - maximum.
12. No added materials to quarter panels behind the rear wheels.
13. Rear bumper must be complete and fastened to the bumper bar. No cutting of bumper cover.
14. See NASCAR Late Model Rulebook for bumper length.
15. Make of vehicles must be displayed by way of nose decals.

## ENGINES ALLOWED

**602 CHEVY CRATE w/6600 chip - 3000 lbs total weight/1300 RS weight/650 carb**

**603 CHEVY CRATE w/6600 chip - 3075 lbs total weight/1400 RS weight/390 carb**

**604 CHEVY CRATE w/6600 chip - 3100 lbs total weight/1400 RS weight/500 carb**

**FORD 347 JR w/6600 chip – 3100 lbs total weight/1400 RS weight/390 carb**

**Enforcer w/ 6600 chip – 3125 lbs total weight/1425 RS weight/500 carb**

**Built w/ 6600 chip – 3125 lbs total weight/1425 RS weight/500 carb**

**GM upgrade w/ 6600 chip – 3150 lbs total weight/1425 RS weight/450 carb**

**Ford SR w/ 6600 chip – 3100 lbs total weight/1400 RS weight/500 carb**

**Hickory w/ 6600 chip – 3100 lbs total weight/1400 RS weight/500 carb**

-602 will be allowed to run a stock 650 cfm carburetor. You may change jets, power valves, acc. pump, etc. Engine must remain as it came from GM, except you may change the water pump and distributor. Same rebuild rules as 604.

-No less than 18 inches of vacuum will be permitted.

-Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.

-Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

-Option 1 - GM, Crane Cams, Comp Cams and Scorpion Rocker Arms may be 1.6. No mixing of ratios. 3/8" stud ONLY.

-PAC Valve Springs part #1210X-16 will be permitted

-603 will be allowed to run a stock 390 cfm LMS approved carburetor with 1" aluminum spacer plate ONLY.

-Ford 347 will be allowed to run stock 390 cfm LMS approved carburetor with NO spacer plate

-604 will be allowed to run a 500 cfm XP or HP LMS approved carburetor.

-604 will be allowed a .750" maximum adaptor plate...aluminum ONLY.

-No more than 2 gaskets, not to exceed .065" thickness per gasket.

-Engine must remain stock as per GM guidelines.

-No less than 18 inches of vacuum will be permitted.

-Option 1 - Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used. -

Option 2 - Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

You may replace harmonic balancer with GM part #12551537

-Competition Cams Valve Springs part #26975-16 will be permitted.

-PAC Valve Springs part #1280X-16 will be permitted

A .030 overbore has been approved for the 603 and 604 Crate engine. The following Mahle pistons are Newport Speedway approved:

-Mahle part #930127800 = standard bore.

-Mahle part #930127802 = .002 over bore.

-Mahle part #930127805 = .005 over bore.

-Mahle part #930127808 = .008 over bore.

-Mahle part #930127820 = .020 over bore.

-Mahle part #930127830 = .030 over bore.

-Total Seal Piston Rings part #CR6264 or part #CR6264-5 will be permitted.

-Main and Rod Bearings may be replaced with standard "P" bearings with no coating, heat treating or narrowed.

-SCAT rod may be used - part number 3-ICR5700P

-All Crate engines may replace stock valves with Ferrea valves - part #F5001

-Claim Rule will be \$2500.00 for cylinder heads, excluding rocker arms

If at some time during the season you need to change the style of engine, it is the driver's responsibility to notify Newport Speedway Competition Director.

#### **ENGINE LOCATION**

1. Engines may be interchanged from one body manufacturer to another.
2. Type of engine determines location
3. All Chevrolet engines must be centered in chassis +/- 1". The center of #1 spark plug must be in line with the left upper ball joint. Should be as raced.
4. Minimum of 12" crank height measured from the center of crank pulley to the ground on all models. Will be checked on 4" blocks under the frame rails.

#### **CARBURETOR SPACERS**

1. Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels. Must have a 1/8 inch pipe plug fitting tapped into the right side of the adaptor/spacer plate. 1/8 inch pipe plug must be sealed with no holes in it. (This will allow Newport Speedway Official to check vacuum) No less than 18 inches of vacuum will be permitted.
2. Only 2 gaskets allowed – 1 per side and maximum thickness of .065 each.
3. No adjustable spacers permitted.
4. .750" maximum aluminum spacers allowed on 350 and 500 carburetors.
5. 1" max metal spacer allowed on 390 and 650 carburetors.

#### **CARBURETOR REWORK GUIDELINES**

1. No polishing, grinding or machine work allowed on any part of the carburetor
2. No alterations except choke hardware may be removed and all vacuum ports must be plugged. Base plate must not be altered in shape or size.
3. Boosters may not be altered in any manner. Including size, shape or height of model number.
4. Any attempt to pull outside air other than through the Venture is not permitted.
5. Carburetor must pass a light test
6. All cars must have a throttle stop on the carburetor.

#### **AIR CLEANERS**

1. Round element with minimum of 12" and maximum of 14" allowed.
2. Front fascia may go halfway around the breather and only 4" in height. May NOT be enclosed.
3. Top and bottom of the air cleaner must remain the same size.
4. Dry type paper elements may have a maximum height of 4" with minimum of 1 1/2".
5. No tubes, funnels or anything which may direct airflow will be permitted
6. Base of air cleaner on 2 barrel carburetor may not extend higher than choke horn.

7. Base of air cleaner on 4 barrel carburetor may not extend more than 1 1/2" above mounting ring of carburetor or below throttle linkage.
8. No type of fire suppression around the carburetor. Must run fire suppression to the fuel pump area at the bottom of the engine.
9. No cold air boxes or air induction allowed.
10. Base of air cleaner must maintain a 1/4 inch clearance above throttle linkage.
11. It is required that the oil breather be safely wired to another object that will prevent the oil breathers from reaching the throttle linkage.

#### **EXHAUST**

1. Exhaust must exit past the driver out the right or left side door only.
2. Only 2 into 1 collectors allowed. No less than 3 inches at any point.
3. No stainless steel or Teflon coated headers will be allowed. May be externally Blue Coated to prevent rust. No internal coating of any kind allowed.
4. Header wrap will only be permitted around the Driver's foot box
5. Heat Deflectors will only be permitted between headers and clutch/brake master cylinders.
6. No stepped headers. No 180 degree or crossover headers allowed. No Tri-Y's

#### **CLUTCH**

1. Any single, double, or triple clutch allowed. Minimum of 5 1/2".
2. No carbon fiber clutches allowed.

#### **TRANSMISSION, FLYWHEEL, AND DRIVESHAFT**

1. Two, three, or four speed transmissions are allowed, but are required to have working reverse. OTEM standard production ONLY.
2. No straight cut or machined gears allowed.
3. No lightened or polished gears allowed.
4. No automatics allowed.
5. No direct drive transmissions allowed.
6. Must run a steel flywheel.
7. Hydraulic clutch permitted
8. Must have blow-proof bell housing
9. Bottom of the bell housing may be cut.
10. Driveshaft may be steel or aluminum between 2 3/4" to 4" diameter.
11. No carbon fiber driveshaft allowed.
12. Driveshaft must be painted white or silver.
13. Must have 2 driveshaft loops.

#### **REAR END**

1. Rear ends must be either a floater or quick change.
2. Only a heavy-duty quick-change rear end allowed with a minimum end bell diameter of at least 12".
3. No cambered rear ends +/- .5 degree grace. No more than 1 degree maximum - split left to right. Bolt on snout allowed, but not adjustable.

4. No 3 piece drive plates. Only aluminum 1 piece drive plates allowed
5. No skewed rear ends allowed. No more than 1/2 inch maximum difference measured from RF frame rail to RR frame rail measured at right height with string by Newport Speedway Official.
6. No aluminum tubes or yokes allowed
7. No torque limiting devices allowed.
8. No titanium rear end parts allowed.
9. Only Lockers are permitted.
10. Both rear axles must be the same dimension inside and outside. Length may vary.
11. No ball mill end axles

### **FRAME/ROLL CAGE**

1. Be sure to check your frame heights at the shop. DO NOT let the chassis hit the scales! If chassis drags scale pads, you will be penalized at the discretion of the Comp Director
2. Frame rails may be a minimum of 2" x 3" x .083 wall thickness between wheels.
3. Frames must be perimeter style on front and rear, with no offset. No underslung frame rails on rear.
4. Chassis must not hit the racing surface or scales at any given time. If sparking is deemed unsafe, you may be black flagged to the pit area to determine where spark/s are coming from and fixed. This will be at the discretion of the Race/Competition Director
5. Cage must have at least 4 door bars on both sides and be centered on top of outside frame rails. Perimeter style ONLY.
6. All bars in the green house must be at least 1 3/4 x .090 tubing.
7. Driver's door bars must be covered by a steel plate with 1/8" minimum thickness. The door plate must have access holes in all four (4) corners as a safety precaution. Foot box must be protected by a roll bar and/or 3/16" plating
8. Floorboards may be raised 10" for driveshaft and header clearance and must be sealed off. No boxed interiors
9. Must have 1 3/4" x .083 windshield bar
10. All bars within driver's reach must be padded
11. Stock OEM front sub-frame with tubing frame connector allowed
12. Stock OEM clip: Must have factory OEM mounting points for lower control arms. May use aftermarket lowers
13. A steel firewall must separate the driver from the engine compartment and fuel tank. No open holes allowed.
14. No crush panels allowed over 12".
15. The roof halo bar must be a minimum of 43 1/4" center to center
16. 2023 NASCAR rule book will be used for all roll cage measurements

### **SUSPENSION**

1. Spring spacers or screw jacks may be used on the front and rear of cars.
2. OEM type steering box. Aftermarket tie rods, center link, idler and pitman arms allowed. No rack and pinion.
3. Aftermarket spindles allowed. NO offset spindles will be allowed.

4. Lower A-frames may be fabricated or be OEM and must be the same length on both sides.
5. Upper A-frames may be fabricated.
6. Front sway bars may be OEM or aftermarket. Mounting points may be aftermarket. Maximum sway bar diameter of 1 3/4" OD with ends up to 1 3/4" OD. maximum. Minimum sway bar arm length of 12".
7. Leaf springs, 3 link or truck arms are allowed on rear.
8. Steel rear lower trailing arms required.
9. No damper shocks allowed on top link or track bar allowed
10. Adjustable lowering blocks allowed on leaf springs
11. Trailing arms must have monoballs ONLY. NO rubber bushings allowed. Must maintain a min. thickness of .117. NO spring loaded trailing arms. Must have the same number of holes in both sides
12. Aftermarket or OEM 5x5 design hubs allowed.
13. Wide 5 hubs allowed.
14. No spring loaded track bar allowed
15. No beveled washers on the track bar allowed.
16. No chassis adjustments will be allowed to be made from inside the drivers compartment
17. 2023 NASCAR rule book will be used for all chassis and suspension measurements.

#### **SHOCKS & SPRINGS**

1. One shock and spring per wheel.
2. Shock Options: any non-adjustable shock  
The shock absorber nitrogen gas pressure must not be less than 50 PSI or greater than 150 PSI. Gas pressure will be measured ambient temperature (not to exceed 100 degree Farenheit) by temperature monitoring devices used by Newport Tech Official. Gas pressure will be checked with the shock absorber removed from the race vehicle and fully extended. After being charged, at any time, the shock absorbers must fully compress and fully extend the entire length of the shock absorber shaft without any type of mechanical assistance. After being charged, at any time, the front and rear shock absorbers must compress or extend a distance of 6 inches in a time span of 90 seconds or less with a 50 lb weight attached to the Newport Speedway shock absorber measuring device.
3. To claim shocks, driver or car owner ONLY, must turn in a written claim to the Race/Competition Director within 5 minutes of race completion. Must have cash in hand. NO EXCEPTIONS. Same as protest procedures, can only claim forward 2 positions.
4. Failure to sell shocks will result in loss of monies and points for that race.
5. No bump stops permitted on shocks or chassis.
6. No composite leaf springs allowed
7. No coil binding allowed. Coil binding as defined by Newport Speedway: limiting or stopping the travel. Will be checked by way of the following:  
Option 1 Gale Force Machine. Measurement will be taken by compressing the nose of the car to the ground. Take measurement of eyelet to eyelet, then load in a Gale Force machine and compressed to the same measurement. Must compress farther than the 1st measurement taken by 1/2 inch to be deemed legal must touch the ground to be deemed legal.

8. The front coil springs must be heavy-duty magnetic steel and must be constructed with closed ground coil end and one (1) open coil end. The closed end of the coil spring should not have a gap larger than 1/8 inch. Grinding of the open coil should not be permitted beyond the first inch of the open coil and should not exceed 1/2 of the coil spring wire diameter.
9. All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch. Open end of spring must touch the spring seat at least 270 degrees.
10. Progressive or digressive rate springs will not be permitted.
11. Only 1 spring rubber allowed per spring, not to exceed more than 1 turn on that spring.
12. Helper spring is allowed only on the right rear shock to keep spring in place. Cannot be used as a spring for travel. Helper spring must be fully compressed with static weight as raced.

### **BRAKES**

1. Single piston steel/aluminum calipers allowed. Wilwood D52 Dual Pistons OK
2. All 4 of the wheel brakes must be in working order.
3. No titanium brake parts allowed.
4. No carbon fiber brake parts allowed.
5. Aftermarket brake and clutch pedals allowed. Dual master cylinder allowed. Brake bias adjusters allowed in the drivers compartment.
6. No adjustable brake blowers. ONLY on/off allowed. Only one (1) per wheel allowed. Only one (1) switch per axle.
7. All brake cooling parts, components and installation must be acceptable to the Newport Speedway Competition Director.

### **COOLING SYSTEM**

1. Aluminum radiators permitted.
2. Internal or external cooler permitted
3. Must have overflow turned onto windshield or run into overflow can.
4. No dumping of overflow behind rear wheels.
5. Duct work may not extend past the radiator and no wider than the nose opening or radiator width.
6. Electric fans permitted.
7. NO ANTIFREEZE. There will be a \$100.00 fine if caught with antifreeze in the engine.

### **ELECTRICAL SYSTEM**

1. Electronic or point type ignition system allowed
2. No magnetos permitted
3. Only a stock appearing coil is allowed.
4. Aftermarket distributors allowed on all engines.
5. Only a 12 volt battery system is allowed.
6. Only 1 ignition box allowed. No adjustable timing controls allowed.
7. The only ignition box allowed will be MSD 6ALN - Black or Red. **Must have a chip or a read out.**
8. All ignition boxes must be approved and sealed by the Newport Speedway Technical Director prior to qualifying tech.

9. CLAIM RULE: \$500.00 by any driver competing in the race.
10. To claim the ignition box, the driver or car owner ONLY, must turn in a written claim. Must have cash in hand. NO EXCEPTIONS
11. Ignition box must be visible and out of drivers reach. Connections must be wire tied together during race competition.
12. No open-ended wiring in the driver's compartment.
13. Tachometer must be able to unhook. No digital readouts. Connections must be wire tied together during race competition.
14. Any type of traction devices are not allowed. No computerized systems are allowed at any time.
15. Battery may be mounted outside of the driver's compartment in a safe manner. If inside the driver's compartment, it MUST have a cover around it and be mounted in a safe manner
16. Battery disconnects must be mounted in the driver's compartment where safety personnel can reach easily and quickly.
17. Alternator may not exceed over 14.9 volts output.

### **FUEL AND FUEL SYSTEM**

1. No mixing of additives or other fuels allowed
2. Fuel must pass a chemical test at the discretion of the Newport Speedway Competition Director
3. Fuel Cells are mandatory
4. 22 gallon maximum cell.
5. The only contents of all fuel cells will be fuel cell foam and fuel. No blocks, spacers or any other foreign matter to take up space inside the cell.
6. Cells must be wrapped in a steel container.
7. 8" fuel cell minimum height with driver in it.
8. Must have a minimum of 1/8" straps
9. Fuel cell bar must extend past the fuel cell can by 1".
10. Each Competitor is required to purchase and run 10 gallons of track race fuel per race in order to receive points and/or monies.

### **WHEELS**

1. Only steel wheels are permitted.
2. 15' x 10' wheels ONLY
3. Offset wheels permitted
4. No bleeders allowed
5. Wheels must be marked with the race team's number on them.

### **WEIGHT BALLAST**

1. Must be painted with a car number on it.
2. Must be bolted securely and no less than 5 lb blocks.
3. Penalty of \$2.00 per pound for any lead lost on racetrack and loss of the lead
4. No tungsten allowed. If found, will be confiscated.
5. No adjustable ballast
6. All cars will be weighed with the driver in the correct position.

## WEIGHTS WITH DRIVER IN CAR

1. 602 Crate with 650 CFM and 6600 chip  
3000 total weight, 1300 right side
2. 603 Crate with 390 CFM and 6600 chip  
3075 total weight, 1400 right side
3. 604 Crate with 500 CFM and 6600 chip  
3100 total weight, 1400 right side
4. Ford 347 JR with 390 CFM and 6600 chip. No spacer plate.  
3100 total weight, 1400 right side
5. Enforcer with 500 CFM and 6600 chip  
3125 total weight, 1425 right side
6. Built with 500 CFM and 6600 chip  
3125 total weight, 1425 right side
7. GM Upgrade with 450 CFM and 6600 chip  
3150 total weight, 1400 right side
8. Ford SR with 500 CFM and 6600 chip  
3100 total weight, 1400 right side
9. Hickory with 500 CFM and 6600 chip  
3100 total weight, 1400 right side

*To ensure fairness in competition, weight may be added/subtracted at discretion of Newport Speedway Competition Director.*

A .030 overbore has been approved for the 602 and 603 and 604 crate engines.

The only piston that is approved is the Mahle part #224-3497-030. Any motor changes must be turned into the Newport Speedway Administrator before competing. Any discrepancies found between paperwork filled out by Driver and the teching of the car will become subject to disqualification and all monies/points forfeited.

Fuel burn-off – one (1) pound per lap

No adding of fuel/weight during pre-tech while on scales. Come race ready. If you are light in weight, you will lose one lap of qualifying.

## TIRES

1. Competitors will be required to purchase tires at the racetrack the day of the event. No outside tires will be permitted to race.
2. You may buy as many practice tires as you need.
3. First race of the season, you will be required to purchase 4 tires
4. Second race event and rest of season, you will only be able to buy 2 tires per race.
5. If you have no previous RACE tires, you may purchase 2 scuffed tires from the race track.
6. Left side tires will be mounted for right sides for the next race event and you will be required to buy 2 new tires.

7. Tire serial numbers will be recorded and kept on record to keep tires from getting swapped. These tire serial numbers belong to the car ONLY. No selling or swapping of tires between drivers/teams.
8. Anyone who is caught with wrong tires will lose all money and points for that race event and be subject to fines. This will not be tolerated.
9. No tire soaking permitted. If caught, you will lose all money and points for that race event and be subject to fines. This will not be tolerated.
10. Spare tires for the race will be marked by a Newport Speedway Official before the race. No tires will be changed during the race unless deemed flat or unsafe by a Newport Speedway Official
11. No Mulligan Rule...If you have a flat tire or tire deemed unsafe by the Newport Speedway Tire Official, you will be allowed a tire as before. It must be turned in to the Newport Speedway Tire Official within 20 minutes of race completion. There will be 12 tires in the scuff pile that have been scuffed by a Newport Speedway Official to get proper laps and speed for competition. There will be no scuffing of tires on race day except for those cars that did not complete the minimum required laps in the previous race. Tires will be numbered 1-12 and will be drawn by the competitor for the next event
12. You may turn in all 4 tires without having to buy 2 new tires for the next race. If you have not run the minimum laps required in the previous race, you will be required to put laps on tires to meet requirements. These laps must be run at speeds deemed suitable for track location and the discretion of Newport Speedway Officials. You will be required to have a transponder mounted to the car so Newport Speedway Officials can monitor and log lap times. This will ensure that everyone is running on equally worn tires.
13. In the event of twin races, Newport Speedway will continue to use the minimum lap requirements. If requirements are not met in the first race, you will be required to run remainder laps before race two (2) is run. Newport Speedway will allow ample time during intermission to get lap requirements met. It is your responsibility to check your lap count and notify the Competition Director. Please be ready to run these laps at intermission...we will not wait. In the event you're not able to make the intermission scuff, you may purchase 2 scuffs from the Newport Speedway tire truck. Please see the Newport Speedway Competition Director if this is the route you need to take.
14. Any new competitor that does not have tires already in impound, will be required to purchase 2 new tires and 2 scuffed tires. These may be purchased at the track on the day of the event.
15. All competitors are required to purchase tires in order to receive points and/or monies for that race event. NO OUTSIDE TIRES WILL BE PERMITTED.
16. NO nitrogen tanks will be permitted for use of airing/sizing of tires. NO nitrogen tanks will be permitted in the pit area

The above said rules have been set by the Newport Speedway Officials. All rules are subject to change by the Newport Speedway Officials at any time, but drivers will be notified of any changes.